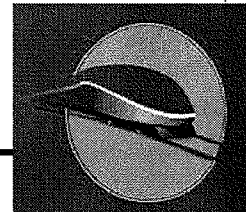


Preapplication for HSIPR Program

OMB No. 2130-0583

Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes**.
- Applicants should complete and submit this form electronically to: HSIPR@dot.gov.

A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):☐ State☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☒ Group of States☐ Interstate Compacts☐ Public Agency established by one or more States☐ Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: Maryland Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): Delaware, project is also supported by Amtrak and Norfolk Southern Railway

(4) Application point of contact (POC):

Caitlin Hughes Rayman

POC title:

Assistant Secretary for Transportation Policy

Street address:

7201 Corporate Center Drive

City:

Hanover

State:

MD

Zip code:

21076

Telephone number:

410-865-1092

Fax: 410-865-1113

Email: crayman@mdot.state.md.us

What is your project?

(5) Project/program name: Chesapeake Connector

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):

The project will construct a third track on the Amtrak Northeast Corridor (NEC) between Prince and Bacon Interlockings in Cecil County, Maryland, a distance of approximately 6.3 miles. The NEC currently narrows down to only two tracks in this segment, which can serve Amtrak north- and southbound trains under normal conditions but cannot accommodate freight or other services. This is an immediate issue for Norfolk Southern, which has to use the NEC to access Delaware and the Delmarva Peninsula, but which is restricted to operating between 10.00 p.m. and 5.00 a.m. Waiting trains also impact service to the Port of Baltimore. The two track configuration also precludes extension of commuter rail service into this segment, the only portion of the NEC which does not have commuter service.

This project will provide three continuous tracks from Perryville, Maryland to Wilmington, Delaware. If feasible a grade-separated crossing of the existing NEC Tracks 2 and 3 will be included, providing complete separation of NS and Amtrak operations. Grade separation would improve safety for freight and passenger operations and expand freight operations to a 24 hour window.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): Amtrak Northeast Corridor (NEC) , Bacon Interlocking (Northeast, MD, approx MP 51.0) to Prince Interlocking (Perryville, MD, approx MP 57.3)

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): Amtrak Acela Express (Boston, MA-Washington, DC); Amtrak Northeast Regional (Boston, MA-Richmond, Newport News, VA), Amtrak intercity and long-distance (various).

(C) State(s) in which the project/program investment is/are located: MD

(D) State(s) in which the benefiting service(s) is/are located: MD, DE, VA

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- | | |
|---|--|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input type="checkbox"/> Rolling Stock Refurbishments |
| <input type="checkbox"/> Track-Rehabilitation | <input type="checkbox"/> Rolling Stock Acquisitions |
| <input checked="" type="checkbox"/> Track-New Construction | <input type="checkbox"/> Stations, Terminals |
| <input type="checkbox"/> New Rights-of-Way | <input type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input checked="" type="checkbox"/> Major Interlockings | <input checked="" type="checkbox"/> Grade Crossing Improvements |
| <input checked="" type="checkbox"/> Communications, Signaling, Control | <input checked="" type="checkbox"/> Electric Traction |
| <input type="checkbox"/> Other (<i>Please describe</i>): | |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): 6.3 miles of new track connecting with Prince and Bacon interlockings. Grade-separated crossing of existing NEC Tracks 2 and 3 if feasible.

(C) Service attributes (*Check all that apply*):

☐ Additional Frequencies on Existing Route

☒ Improved On-Time-Performance on Existing Route

☒ New Service

☐ Increased Average Speeds/Shorter Trip Times

☒ Other (*Please describe*): The immediate benefits of the project are congestion and safety reduction by separating freight from passenger operations and more effective freight service to Delaware, Eastern Shore Maryland, and Accomac and Northampton Counties, Virginia.. The project will allow new commuter rail service between Perryville, MD and Newark, DE in the future.

(9) Project/program milestones (*mm/yyyy*):

Construction start date: 2011

Construction completion date: 2013

Service improvements realized: 2013

(10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
Annual passenger-miles	1.2 billion	1.2 billion	<input type="checkbox"/>	<input type="checkbox"/>
Average daily round trips (weekday)	36 - 15 Acela Express, 21 Northeast Regional and other Amtrak, plus freight	36 - 15 Acela Express, 21 Northeast Regional and other Amtrak, plus freight	<input type="checkbox"/>	<input type="checkbox"/>
On-time performance (OTP) (at endpoint terminals)			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Top speed (mph)			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Average operating speed (mph) (between endpoint terminals)			<input checked="" type="checkbox"/>	<input type="checkbox"/>

What will your project/program cost & how will it be funded?

Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):
\$200 million

(12) Will your project/program proposal include matching funds?

(A) ☐ Yes If yes, as what percentage of total costs?

☒ No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

☐ State

☐ Local

☐ Private

☐ Other *(Please specify)*:

☒ N/A

☐ Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*. Norfolk Southern has agreed to provide support for the study; however, this has not yet developed.

Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

☐ Yes ☒ No ☐ Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify:

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify:

D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
Corridor Service Planning Studies/Documents (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Planning Studies/Documents (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Impact Statement (EIS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Planning Studies/Documents					
Project Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? ☐ Yes ☒ No ☐ Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? ☒ Yes ☐ No ☐ Not sure

(A) Who are your partners & what are their commitments?

- (18) Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.)
(If more than two railroads, please include additional information in question 24.)

Railroad owner 1 (Name):

Amtrak

Status of railroad owner 1 (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but host railroad supports project

Railroad owner 2 (Name):

Norfolk Southern

Status of railroad owner 2 (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but host railroad supports project

- (19) Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). (Click on the appropriate option from the dropdown menu shaded in gray):

No agreement, but partner supports project

- (20) Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? (Click on the appropriate option from the dropdown menu shaded in gray): 25% to 50%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? ☐ Yes ☐ No ☒ N/A ☐ Not sure

(B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track** (Click on the appropriate option from the dropdown menu shaded in gray):

Track 2 (Programs)

If unsure, please explain:

- (22) Anticipated application filing date** (Check the appropriate box):

☒ 2009 – first round

☐ Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

(C) What help do you need?

(23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*):

(D) Additional information (optional)

(24) Please provide any additional information, comments, or clarifications. This section is optional.

PRA Public Protection Statement: Public reporting burden for this information collection is estimated to average 16 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.